

APPENDIX C

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THE 23 FACTORS TO BE CONSIDERED IN THE PLANNING PROCESS 23 CFR Part 450.208

(a) Each state shall, at a minimum, explicitly consider, analyze as appropriate and reflect in planning process products the following factors in conducting its continuing statewide transportation planning process.	(b) The degree of consideration and analysis of the factors should be based on the scale and complexity of many issues, including transportation problems, land use, employment, economic development, environmental and housing and community development objectives, the extent overlap between factors and other circumstances statewide or in sub-areas within the state.
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ISTEA PLANNING FACTORS	ITP CONFORMANCE
<p>(1) Consider the transportation needs (strategies and other results) identified through the management systems required by U.S.C. 303.</p> <p>Work plans were completed on October 1, 1994 and the systems will be fully operational by October 1, 1996.</p>	<p>The six management systems are discussed in the Decision Process. These systems will be used to establish baseline conditions and provide target values for conditions and performance to meet the stated objectives and strategies. They will supply information which will be used to help identify projects for inclusion in the STIP and determine and monitor progress towards achieving broad program goals. Work plans have been prepared for each management system. Implementation will range from January 1, 1995 to January 1, 1998.</p>
<p>(2) Consider any Federal, State, or local energy use goals, objectives, programs, or requirements.</p>	<p>Goal 3 of the ITP is directed towards decisions that will protect the environment and promote energy efficiency while improving mobility. There are five objectives and 22 strategies designed to meet this goal including TDM and TSM actions, coordination of land use and transportation plans, protection of the environment, compliance with air quality requirements, and optimization of energy resources in transportation.</p>

ISTEA PLANNING FACTORS	ITP CONFORMANCE
<p>(3) Consider strategies for incorporating bicycle transportation facilities and pedestrian walkways in appropriate projects throughout the State.</p>	<p>Goal 2 identifies bicycles and pedestrians as essential components of the transportation system and support facilities. The objectives and strategies include provisions for planning, developing, constructing and maintaining bikeways. The Idaho Bicycle and Pedestrian Transportation Plan provides guidelines to be used by MPO's, communities, and counties as they plan and develop bicycle and pedestrian facilities. The guidelines include identification of bicycle travel corridors and standards for streets where bicycles are permitted. The guidelines include goal setting, data collection, facility planning, education, enforcement, land use, site design, and implementation.</p>
<p>(4) Consider international border crossings and access to ports, airports, intermodal transportation facilities, major freight distribution routes, national parks, recreation and scenic areas, monuments and historic sites, and military installations.</p>	<p>Goal 1 includes objectives and strategies for addressing passenger and freight intermodal issues for inter/intrastate travel. An Intermodal Management System Work Plan includes developing system level performance measures and identifying deficiencies in intermodal linkage. An inventory of intermodal facilities will be developed for use on a personal computer (PC). The three urbanized areas (MPOs) are developing public transit and goods movement strategies in urbanized areas. Idaho's proposed National Highway System and other major corridors link together the various sectors of the state's economy as components of the state's intermodal transportation system. ITD will coordinate with the Fish and Game Department on Sportsman Access and the Department of Parks and Recreation for recreational facilities.</p>
<p>(5) Consider the transportation needs of non-metropolitan areas through a process that includes consultation with local elected officials with jurisdiction over transportation.</p>	<p>Goal 5 addresses interagency cooperation, coordination, and public involvement. The objectives and strategies provide for open forum meetings around the state and planned annual meetings with local officials. Indian tribal governments are included in the process. Advisory agencies have been identified as participants in the process.</p>

ISTEA PLANNING FACTORS	ITP CONFORMANCE
(6) Consider any metropolitan area plan developed pursuant to 23 U.S.C. 134 and section 8 of the Federal Transit Act, 49 U.S.C. app.1607.	Goal 5 provides for coordination between ITD and MPOs. Development of the statewide ITP and the annual STIP is closely coordinated with the three MPOs and their respective long-range plans and annual TIPs to ensure consistent, financially constrained plans, programs, and projects which meet common goals and objectives amongst the various agencies and the citizens of Idaho. MPO plans and programs are available through their respective offices.
(7) Consider linkage between metropolitan planning areas within the State and with metropolitan planning areas in other states.	The Interstate Highway System links MPOs in the state with MPOs from other states. The aviation system links these same MPOs in an aviation network. SH-55 and US-95 will be improved for good linkage to north Idaho.
(8) Consider recreational travel and tourism.	Goal 1 provides objectives and strategies to address the needs of tourism. ITD has improved rest areas and provided RV dumps for motorists during the past several years. This is a continuing program between ITD and the Department of Parks and Recreation. Also, Scenic Byways have been designated and scenic route signs have been installed. ITD will coordinate with the Fish and Game Department on Sportsman Access.
(9) Consider any State plan developed pursuant to the Federal Water Pollution Control Act, 33 U.S.C. 1251 et seq.	Goal 3 provides for early resolution of environmental issues, including water quality. Local agencies, MPOs, the private sector, and the state will conduct "tiered" environmental studies as part of their long-range plans and corridor/multi modal alternatives studies. This early assessment by all affected parties will lead to early resolution of environmental issues which might cause delays.
(10) Consider transportation system management and investment strategies designed to make the most efficient use of existing transportation facilities (including consideration of all transportation modes).	The ITP is "performance-based," i.e., systems performance measures are established and progress is measured towards achieving the ITP's goals and objectives. The purpose of the ITP is to guide the planning process and give direction for investing in the transportation system to work towards a desired future. TSMs are part of the process.

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(11) Consider the overall social, economic, energy, and environmental effects of transportation decisions (including housing and community development effects and effects on the human, natural and manmade environments).	<p>Goal 1 provides for the stimulation of economic growth and job creation through transportation investments, supporting the economy by aiding efficient goods movement, and developing and improving access to the transit system.</p> <p>Goal 3 provides for making transportation decisions that will protect the environment and promote energy efficiency while improving mobility. This will be done by managing traffic demand where necessary, coordinating land use and transportation decisions, protecting and enhancing the environment, integrating air quality and transportation decisions, promoting telecommunications, and optimizing the use of energy resources in transportation.</p>
(12) Consider methods to reduce traffic congestion and to prevent traffic congestion from developing in areas where it does not yet occur, including methods which reduce motor vehicle travel, particularly single-occupant motor vehicle travel.	<p>Goal 1 provides for developing and improving access to the transit system.</p> <p>Goal 2 provides for managing access points to the roadway to maintain traffic flow, applying new technology to improve rural transportation, providing seamless intermodal transfers, preserving and improving the system, implementing management systems, and expanding system capacity.</p>
(13) Consider methods to expand and enhance appropriate transit services and to increase the use of such services (including commuter rail).	<p>Goal 2 provides for improving the service efficiency and safety of transit providers, improving coordination of transit services with schools, expanding transit program marketing, facilitating transfers between modes, and providing for the needs of the handicapped. In addition, a transit modal plan is being developed together with a public transportation management system.</p>

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(14) Consider the effect of transportation decisions on land use and land development, including the need for consistency between transportation decision making and the provisions of all applicable short-range and long-range land use and development plans (analyses should include projections of economic, demographic, environmental protection, growth management and land use activities consistent with development goals and transportation demand projections).	Goal 3 provides for the coordination of land use with transportation decisions. Local authorities are encouraged to update their comprehensive plans to include more transportation elements and identify and preserve transportation corridors. Functional classification is an important part of the process. Environmental issues will be addressed early on in the process and sensitive habitats will be protected. Transportation agencies will coordinate with the Idaho Fish and Game Department on environmental protection..
(15) Consider strategies for identifying and implementing transportation enhancements where appropriate throughout the State.	Goal 1 provides for transportation enhancements that improve roadside facilities and markers.
(16) Consider the use of innovative mechanisms for financing projects, including value capture pricing, tolls, and congestion pricing.	Goal 4 provides for initiatives that will identify funding sources and mechanisms to support an intermodal transportation system.
(17) Consider preservation of right-of-way for construction of future transportation projects, including identification of unused rights-of-way which may be needed for future transportation corridors, identification of those corridors for which action is most needed to prevent destruction or loss (including strategies for preventing loss of rights-of-way).	Goal 3 provides for identifying and preserving transportation corridors. ITD, in consultation with MPOs, transportation planning agencies, and local land use authorities, has conducted an early identification of transportation corridors. In partnership with other agencies, the state will continue to compile a statewide listing of corridors where preservation is needed.
(18) Consider long-range needs of the State transportation system for movement of persons and goods.	Goal 1 provides for the development of a statewide goods movement strategy. Goal 2 provides for completing system improvements. Goal 4 provides for preserving and improving rail and aviation facilities for passenger and freight.

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(19) Consider methods to enhance the efficient movement of commercial motor vehicles.	Goal 1 provides for developing a statewide goods movement strategy that includes automating ports-of-entry to move trucks efficiently and implementing an Intermodal Management System.
(20) Consider the use of life-cycle costs in the design and engineering of bridges, tunnels, or pavements.	Life-cycle costing will be included in the Pavement and Bridge Management Systems work plans.
(21) Consider the coordination of transportation plans and programs developed for metropolitan planning areas of the State under 23 U.S.C. 134 and section 8 of the Federal Transit Act with the statewide transportation plans and programs developed under this subpart, and the reconciliation of such plans and programs as necessary to ensure linkage within transportation systems.	The three MPO's in Idaho were represented at the public involvement meetings held during 1993 and 1994. They have also been actively involved in developing their long-range plans and providing input to the ITP. These plans will be closely coordinated in the future.
(22) Consider investment strategies to improve adjoining State and local roads that support rural economic growth and tourism development, federal agency renewable resources management, and multipurpose land management practices, including recreation development.	See (5) and (8).
(23) Consider the concerns of Indian tribal governments having jurisdiction over lands within the boundaries of the State.	Meetings were held in Twin Falls and Pocatello with representatives of Indian Tribes regarding reservation roads problems. Additional meetings will be held with Indian Tribal Governments in the future to coordinate transportation matters.